

CALIFORNIA HIGH-SPEED RAIL UPDATE

Presented to:
**Glassell Park
Improvement Association**



September 15, 2011

CALIFORNIA HIGH-SPEED TRAIN SYSTEM

State's Largest Public Infrastructure Project

- First phase of 520 miles; 800 miles when full system is realized
- Operating speeds up to 220 mph; 90-125 mph in urban areas
- 100% clean electric power
- Safely grade-separated
- Reliable, easy way to travel
- Creates jobs/strengthens economy

California High-Speed Train Map, Statewide Overview



April 2010

WHY WE NEED IT

Jobs

- 600,000 full-time, one-year, construction-related job equivalents
- 5,000 permanent operations and maintenance jobs
- 450,000 economy-wide jobs by 2035

Mobility

- Economic power stems from the ability to move people and goods around the state

Environment

- Increased transportation without increased air pollution
- Increased energy independence and decreased consumption of fossil fuels



WHY WE NEED IT

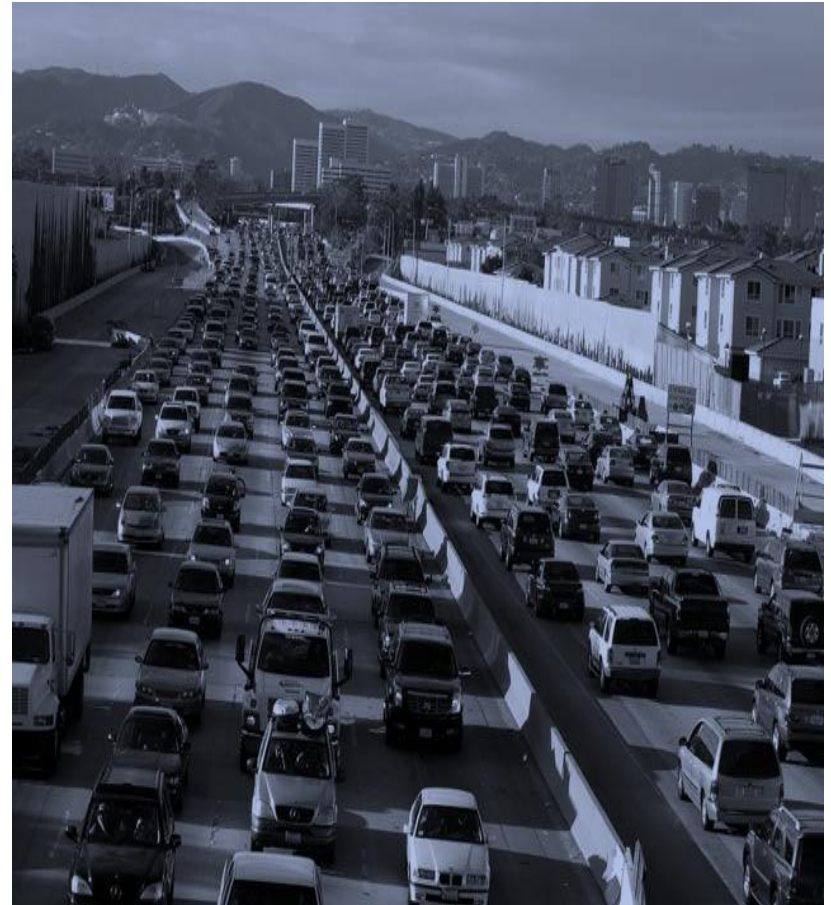
Benefits Outweigh the Costs

Population Growth

- California's population now: 38 million.
By 2035: 50 million

We can build...

- New freeways, airport runways and more departure gates to address our expected population growth
or
- 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy



PHASE 1 MOVING FORWARD

Building outward north/south to an "IOS"

First Step:

- Merced-Fresno
- Fresno-Bakersfield

Second Step:

- San Jose-Merced
- Bakersfield-Palmdale
- Palmdale-Los Angeles

Third Step:

- San Francisco-San Jose
- Los Angeles-Anaheim



INITIAL CONSTRUCTION

Why the Central Valley Makes Sense

The Central Valley will be the backbone of a Northern California-to-Southern California system.

- Approximately 140-miles, from the Chowchilla “wy,” to Bakersfield
- True high speeds
- Testing and proving ground for new technology
- Ease of construction
- Job creation / unemployment

Need to connect Northern & Southern California



INITIAL CONSTRUCTION

Timeline

- Draft environmental documents for public review/input: Summer 2011
- Final environmental documents: end of 2011
- Right-of-way acquisition: beginning of 2012
- Begin construction: September 2012
- Complete construction segment funded with initial dollars: September 2017
- Extend the line to the south & north



CURRENT PUBLIC FUNDING SUMMARY

FUNDING SOURCE	AWARD	STATE MATCH	TOTAL
ARRA Jan. 2010	\$1.85 billion	\$1.85 billion	\$3.7 billion
HSIPR Federal FY 10-11 Oct. 2010	\$715 million	\$306 million	\$1.02 billion
ARRA Dec. 2010	\$616 million	\$616 million	\$1.234 billion
Re-allocation of Florida ARRA funds	\$300 million	\$375 million	\$675 million

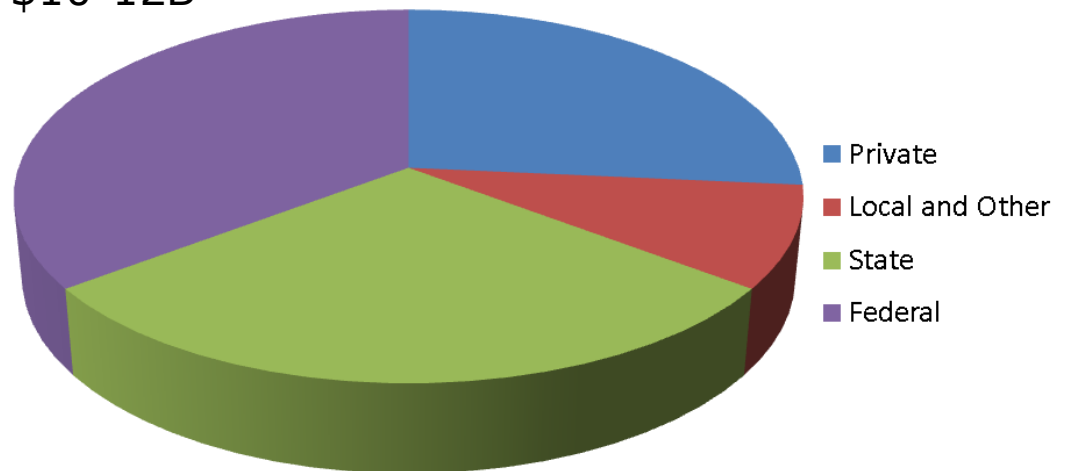
About **\$6.33 billion** available for initial construction

FUNDING

Projected overall construction cost: \$42.6 billion

(Anticipated funding sources)

- California Funding: \$9B
- Federal Funding: \$17-19B
- Local Funding: \$4-5B
- Private Investment: \$10-12B



PRIVATE SECTOR INTEREST

Building, Financing and Operating the System

RFEI Nearly 1,000 expressions of interest

- April 12 conference with 1,500 attendees
- Major HSR entities represented including: Operators, manufacturers, engineering and construction firms
- Two dozen entities expressed interest in helping fund/finance the initial system

Small Business Engagement

- Hundreds of small businesses responded
- Our goal to help California and small businesses connect with larger firms

“This prospect is tremendously exciting in that it links the major cities of California in a visionary and market changing way. This is an opportunity to which VRG is prepared to commit substantial resources to, in order to assist the Authority in achieving its objectives. We believe that California is a market very well suited to High Speed Rail. ”

-- Virgin Rail Group

PROFITABILITY

High-Speed Rail Systems Make Money

High-Speed Rail Systems Cover Their Own Operations and Maintenance

- According to the International Union of Railways (UIC), every true high-speed rail system in the world covers its operations and maintenance costs and makes a profit with its ticket fares.



Two Systems Have Paid Back Their Infrastructure Costs

- Tokyo-Osaka and Paris-Lyon have brought enough benefit to compensate for the original cost of their infrastructure.

Operations vs. Infrastructure

- It's important to separate the two when discussing profitability.
- Government ought to invest in infrastructure.

STRONG SUPPORT

Interest from Around the World

**Partnerships with eight countries to
leverage international expertise on
planning, construction, operations and finance**



PALMDALE TO LOS ANGELES OVERVIEW

Sylmar to Palmdale

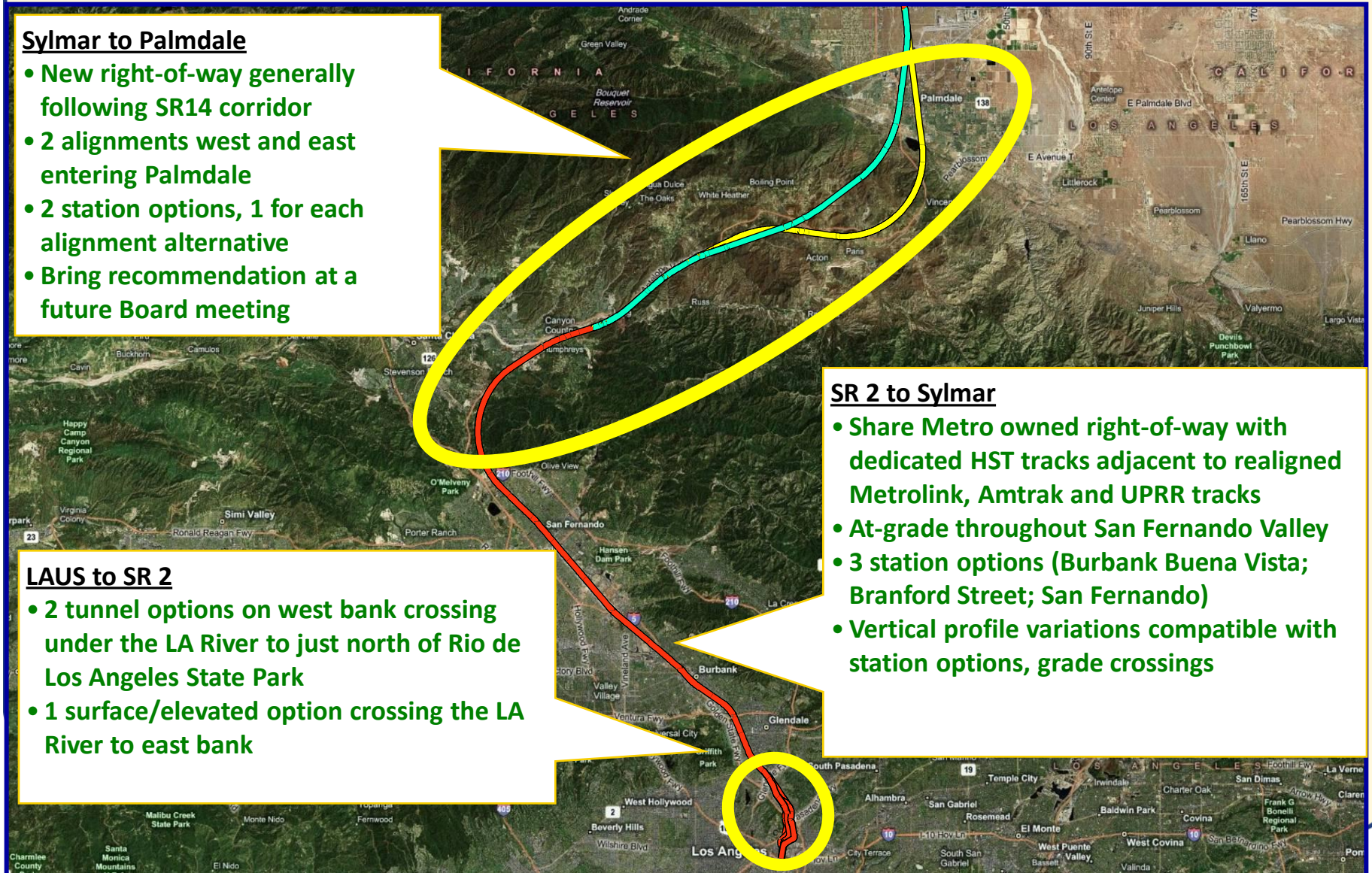
- New right-of-way generally following SR14 corridor
- 2 alignments west and east entering Palmdale
- 2 station options, 1 for each alignment alternative
- Bring recommendation at a future Board meeting

LAUS to SR 2

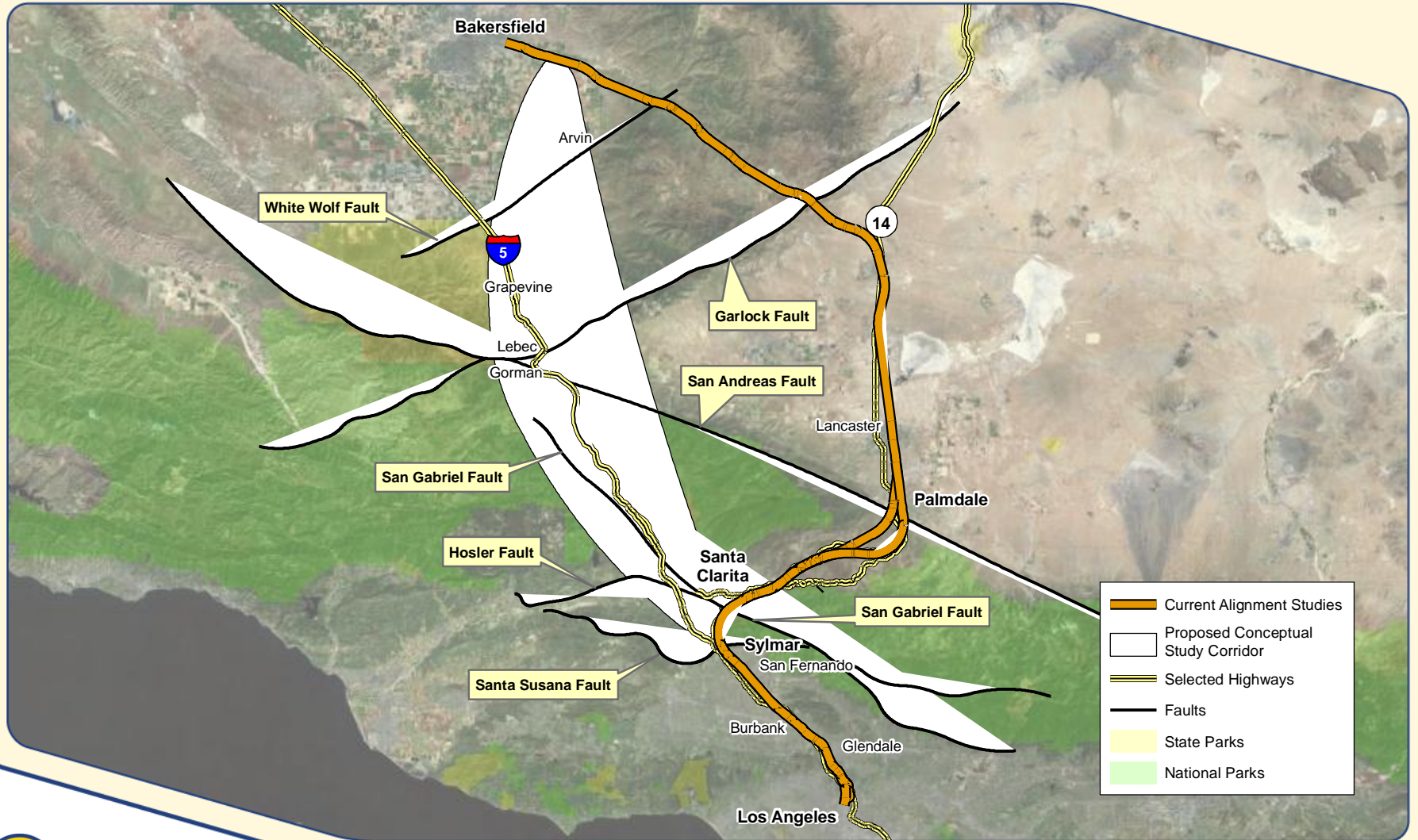
- 2 tunnel options on west bank crossing under the LA River to just north of Rio de Los Angeles State Park
- 1 surface/elevated option crossing the LA River to east bank

SR 2 to Sylmar

- Share Metro owned right-of-way with dedicated HST tracks adjacent to realigned Metrolink, Amtrak and UPRR tracks
- At-grade throughout San Fernando Valley
- 3 station options (Burbank Buena Vista; Branford Street; San Fernando)
- Vertical profile variations compatible with station options, grade crossings



CONCEPTUAL I-5 STUDY CORRIDOR



LAUS TO SR 2 ALIGNMENT ALTERNATIVES

Tunnels - T1 and T3

- Redesigned to avoid cut and cover tunnel through State Historic Park. Tunnels beneath park are now bored tunnel.
- Extend tunnel past Rio de Los Angeles Park

Metrolink Alignment (was in trench, change to at-grade)

- Metrolink, Amtrak and Freight operators remain at-grade
- HST at-grade allows access between park and river by bridge or underpass

SR 2

I-5

Rio de Los Angeles State Park

Tunnel - T2 (Withdrawal)

- Requires realignment of Gold Line
- Conflicts with proposed Gold Line Yard and Station

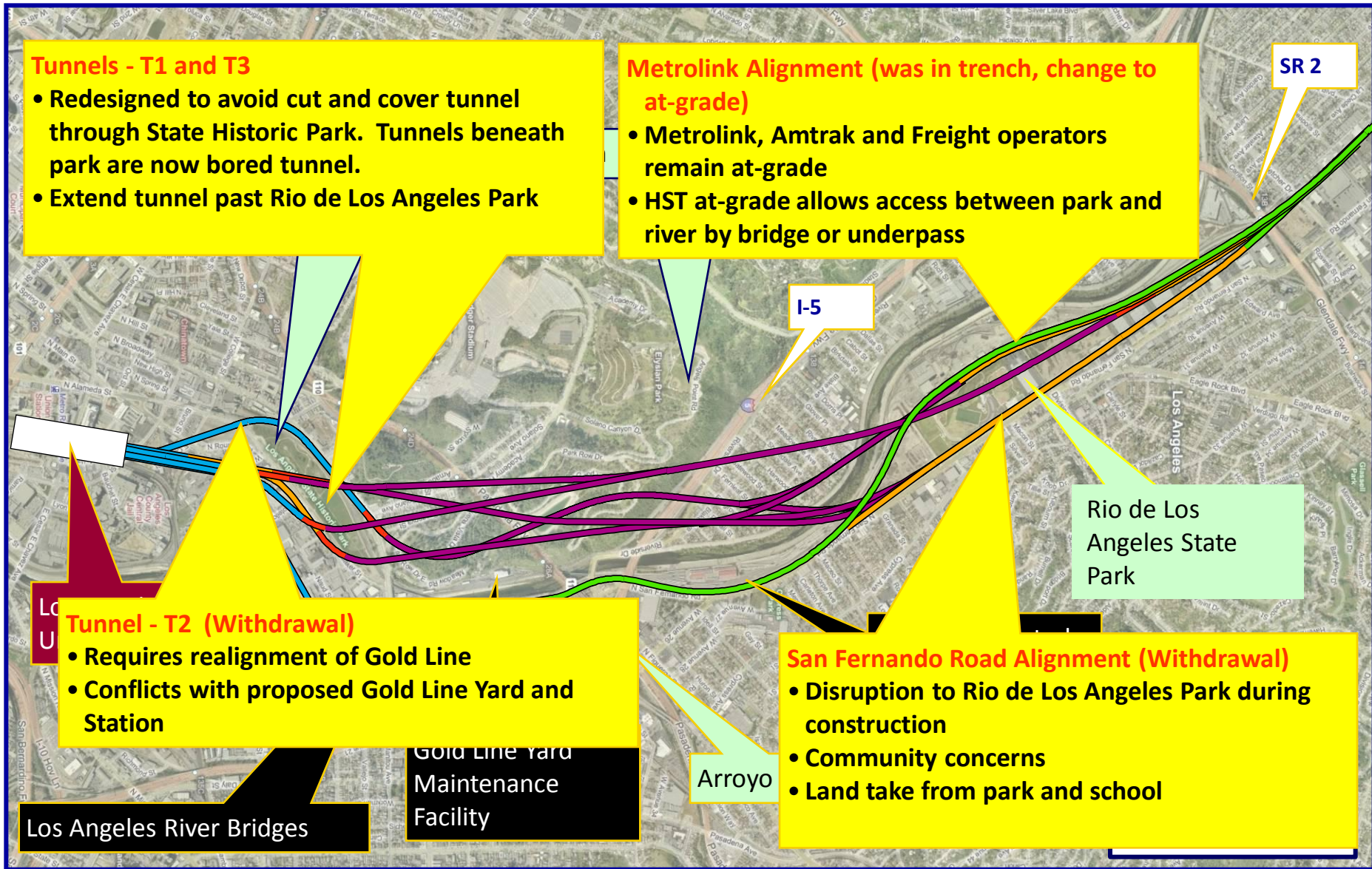
San Fernando Road Alignment (Withdrawal)

- Disruption to Rio de Los Angeles Park during construction
- Community concerns
- Land take from park and school

Gold Line Yard Maintenance Facility

Los Angeles River Bridges

Arroyo



TIMELINE AND PUBLIC COMMENT OPPORTUNITIES

Ongoing Public Comment

July 8, 2010

- Preliminary Draft Alternatives Analysis submitted to CHSRA Board and released on www.cahighspeedrail.ca.gov
- Hosted 4 Community Open Houses – August 23/Palmdale, August 25/Burbank, August 26/Santa Clarita, September 21/Downtown Los Angeles

March 3, 2011

- Supplemental Alternatives Analysis to CHSRA Board
- Released on www.cahighspeedrail.ca.gov for public input

November 2011

- I-5 Conceptual Study report to CHSRA Board

Summer
2012

- Draft EIR/EIS

STAYING UP TO SPEED

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